

## Message Text

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ACTION EB-08

INFO OCT-01 EUR-12 NEA-10 ISO-00 CAB-02 CIAE-00  
COME-00 DODE-00 DOTE-00 INR-10 NSAE-00 FAA-00  
L-03 /046 W

-----002161 142213Z /64

R 131950Z APR 78

FM AMEMBASSY PARIS

TO SECSTATE WASHDC 0089

INFO AMEMBASSY CAIRO

AMEMBASSY TEL AVIV

AMEMBASSY ROME

AMEMBASSY LONDON

AMEMBASSY BONN

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E. O. 11652:N/A

TAGS: EAIR, FR

SUBJECT: CIVAIR: TWA FIFTH FREEDOM OPERATIONS

REF: PARIS 06714 AND SUBSEQUENT.

DURING APRIL 12 VISIT TO QUAI D'ORSAY BY CIVIL AIR  
ATTACHE, AVIATION DIRECTOR CLAUDE LAFONTAINE REFERRED  
TO NEW NOTE WHICH FRENCH EMBASSY WASHINGTON WAS  
DELIVERING TO STATE DEPARTMENT REQUESTING QUICKLY CAB  
STATISTICAL DATE (PROMISED EARLIER) ON TWA'S SERVICES  
BETWEEN PARIS AND ROME, CAIRO AND TWL AVIV. SHE STRESSED  
THE IMPORTANCE OF THIS INFORMATION BEING SUPPLIED  
EXTREMELY PROMPTLY IN ORDER THAT DGAC MAY PROPERLY  
ASSESS SCHEDULES FILED BY TWA EFFECTIVE MAY 1.

2. SHE STATED THAT THE VOLUME OF TWA'S OPERATIONS  
WAS GETTING MUCH TOO LARGE AND WAS INJURING THE THIRD  
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AND FOURTH FREEDOM SERVICES OF THE NORMAL  
CARRIERS SERVING THESE POINTS, ESPECIALLY AIR FRANCE.  
IT WAS BECOMING INCREASINGLY EVIDENT, SHE WENT ON,  
THAT THESE SERVICES DID NOT MEET THE CRITERIA OF PARTS  
(B) AND (D) OF SECITON IV OF THE ANNEX TO THE  
BILATERAL. HOWEVER, SHE DID NOT SAY ANYTHING ABOUT  
REQUESTING CONSULTATIONS ON THE ISSUE.

3. WE POINTED OUT THAT TWA CLEARLY HAD THE RIGHT UNDER THE BILATERAL TO PROVIDE SERVICE TO THE POINTS IN QUESTION AND EXPRESSED THE HOPE THAT NO ACTION WOULD BE TAKEN TO DISRUPT THEM. SHE WOULD NOT GIVE US ANY ASSURANCE ON THAT POINT, BUT INSTEAD REFERRED TO THE 1975 OR 1976 AIR FRANCE APPLICATION TO CAB FOR NEW YORK-CANCUN AUTHORIZATION UNDER FRANCE'S FIFTH FREEDOM RIGHTS TO SERVE MEXICO FROM THE US. AT THAT TIME SHE SAID CAB OBJECTED THAT AIR FRANCE WOULD BE OPERATING MORE FIFTH FREEDOM TRAFFIC BETWEEN NEW YORK AND MEXICO THAN WOULD THE US CARRIERS OPERATING UNDER THIRD AND FOURTH FREEDOMS, AND REQUESTED STATISTICS SIMILAR TO THOSE NOW BEING SOUGHT BY THE GOF. THESE WERE PROVIDED, BUT IT TOOK SO LONG FOR THE CAB TO EVENTUALLY GRANT THE AUTHORITY THAT AIR FRANCE LOST INTEREST IN THE VENTURE. FRANCE HAD LEARNED A LESSON FROM THIS END, AND, SHE SUGGESTED, MAY HAVE TO APPLY IT NOW TO TWA'S DAMAGING OPERATIONS. SHE THEN REITERATED THE NEED TO RECEIVE THE CAB DATA IN TIME FOR THE DGAC TO CONSIDER THE TWA SCHEDULES EFFECTIVE IN MAY.

COMMENT: IN FURTHER DISCUSSION OF THIS QUESTION ON APRIL 13 WITH ROBERT ESPEROU (DIRECTOR OF ECONOMIC AND INTERNATIONAL SERVICE, DGAC) HE EX-LIMITED OFFICIAL USE

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PRESSED THE VIEW THAT TWA SITUATION IS BECOMING CRITICAL IN VIEW OF THE TREMENDOUS EXPANSION OF CAPACITY PROPOSED FOR SUMMER 1978 BETWEEN FEBRUARY AND MAY BY TWA. TEL AVIV AND CAIRO MARKETS, HE SAID, ARE MORE SIGNIFICANT THAN THE ROME OPERATION BUT IN ALL CASES AIR FRANCE'S ABILITY TO EXPEND ITS OPERATIONS IS BEING SEVERELY UNDERCUT BY THE SCOPE OF THE TWA OPERATION.  
HARTMAN

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NNN

## Message Attributes

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**Capture Date:** 01 jan 1994  
**Channel Indicators:** n/a  
**Current Classification:** UNCLASSIFIED  
**Concepts:** INFORMATION EXCHANGE, AIR SCHEDULES, NEGOTIATIONS, AIR ROUTE APPLICATIONS  
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**Copy:** SINGLE  
**Draft Date:** 13 apr 1978  
**Decaption Date:** 01 jan 1960  
**Decaption Note:**  
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**Disposition Approved on Date:**  
**Disposition Case Number:** n/a  
**Disposition Comment:** 25 YEAR REVIEW  
**Disposition Date:** 20 Mar 2014  
**Disposition Event:**  
**Disposition History:** n/a  
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**Executive Order:** N/A  
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**Review Markings:**  
Sheryl P. Walter  
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